

## MISSING RAILWAY STATION IN THIS CITY.

Has Most Interesting  
History Local System  
Built About Twenty-Six Years  
Ago, and Was Moved  
Twice.

This is the last week of the old depot of the Rio Grande. First it was the Denver & Rio Grande Western, then the Rio Grande, and now the Denver & Rio Grande, but under various titles it has stood on the corner of the development of Salt Lake. For twenty-six years it has been the point of arrival and departure of thousands of people from all over the world, and it is estimated that more than 20,000,000 people have passed through its portals. Today it is a dingy, old frame building, but time was when it was by far the finest station between Omaha and the Pacific coast.

Now, with the adjoining structures, it will come down to give place to freight tracks, and the passenger terminal will be moved to the new Union station a week from today, and operations will cease at the old stand with the arrival of No. 3 next Sunday night.

The Denver & Rio Grande Western, narrow gauge, train wheezed and puffed and snorted into Salt Lake in 1884. A little tea kettle of a Baldwin narrow gauge stopped at the frame shack and the first passengers alighted in Salt Lake City. The station was not completed until some time afterward—authorities differ—but it is a handsome structure, and the handsome structure arose on the southwest corner of Second South and Fifth West. This is the station which stands today. It was moved a few years later to where the baggage depot stands now, and with the broadening of the gauge in 1889, it was moved to its present location.

It was surrounded by a park and a fountain on the corner, but the fountain was left out of the arrangements when it was moved. It has been a historic old building. Upstairs the offices have been occupied by the first heads of the road, and later by W. H. Bancroft, A. C. Welby, E. J. Young, and others. Stenger, and now by J. C. Dailey and staff. It was here in the northeast corner of the city, and it was here that the Tribune for the first time when he secured control of the system. In this room, also, were the offices of Colonel Dodge and General Palmer with the local operating branch, the office of the local operating branch, and the office of the local operating branch.

But like the old horse in the fire department, or the decrepit servant of any corporation, the old station is doomed, and this week will hear for the last time the dulcet tones of the whistle of No. 2 and the stentorian voice of "Tommy Hughes" calling the trains and Big Ben Stogies upholding the dignity of the municipal government.

## WESTERN TRAINMEN TO SECURE GOOD INCREASE

By Associated Press.  
ST. LOUIS, Aug. 6.—A definite plan for a wage increase for conductors on railroads west of the Mississippi river may be determined tonight following a final conference, today, between the American Association of Railway Trainmen, president of the Order of Railway Trainmen, and members of the Western Association of Railway Conductors, which have been in convention here during the week.

A. B. Garretson, president of the Order of Railway Conductors, is confined to his room at a local hotel, suffering from a nervous reaction following the settlement of the Grand Trunk strike, in which he participated. He is expected to leave here, however, Mr. Lee said last night that there was still much work to be done.

The object of the conference is the outlining of a plan whereby higher wages and better working conditions will be secured by the conductors, and the outlining of a plan whereby higher wages and better working conditions will be secured by the conductors, and the outlining of a plan whereby higher wages and better working conditions will be secured by the conductors.

## FIREMAN BADLY INJURED NEAR GREEN RIVER

Special to The Tribune.  
GREEN RIVER, Aug. 6.—H. Shoemaker, a fireman of the Rio Grande, was badly hurt here last evening. He was on a train and the wheels passed over his legs, terribly mangle them. Dr. Middleton and the hospital called and after dressing the wounds as best they could, placed him on an eastbound passenger car and sent him to Junction hospital. It is feared that both legs will have to be amputated. Shoemaker is a married man, married, and lives at 2415 Fifteenth street, Denver, Colo., where he has a mother.

## HUNDRED SALT LAKERS OFF FOR THE YELLOWSTONE

About 100 Salt Lake residents in charge of H. H. Hays, assistant passenger department of the Yellowstone National Park, left the city last evening for a tour of the Yellowstone National Park. They will make a six days' stay in the park and are looking forward to a great time. They will be joined by others from Ogden and Denver north.

## Denver & Rio Grande Time Table

Depart—Daily, (in effect June 19, 1910.)	Arrive—Daily
Provo, Maun and Marysville, 7:30 a. m.	Provo, Maun and Marysville, 7:30 a. m.
Bingham and Midvale, 8:00 a. m.	Bingham and Midvale, 8:00 a. m.
Ogden, Chicago and east, 8:10 a. m.	Ogden, Chicago and east, 8:10 a. m.
Park City, 8:20 a. m.	Park City, 8:20 a. m.
Ogden and San Francisco, 8:25 a. m.	Ogden and San Francisco, 8:25 a. m.
San Francisco, 8:30 a. m.	San Francisco, 8:30 a. m.
Portland, 8:40 a. m.	Portland, 8:40 a. m.
Arrive—Daily	Depart—Daily
Ogden, San Francisco and Portland, 2:30 p. m.	Ogden, San Francisco and Portland, 2:30 p. m.
Land, 2:40 p. m.	Land, 2:40 p. m.
Denver, Chicago and east, 2:50 p. m.	Denver, Chicago and east, 2:50 p. m.
Provo, Tintic and lower points, 3:00 p. m.	Provo, Tintic and lower points, 3:00 p. m.
Ogden and intermediate points, 3:10 p. m.	Ogden and intermediate points, 3:10 p. m.
Denver, Chicago and east, 3:20 p. m.	Denver, Chicago and east, 3:20 p. m.
Grand Junction and lower points, 3:30 p. m.	Grand Junction and lower points, 3:30 p. m.
San Francisco, 3:40 p. m.	San Francisco, 3:40 p. m.
Portland, 3:50 p. m.	Portland, 3:50 p. m.
Arrive—Daily	Depart—Daily
Ogden, San Francisco and Portland, 7:00 p. m.	Ogden, San Francisco and Portland, 7:00 p. m.
Ogden and intermediate points, 7:10 p. m.	Ogden and intermediate points, 7:10 p. m.
Provo, Tintic and lower points, 7:20 p. m.	Provo, Tintic and lower points, 7:20 p. m.
Bingham and Midvale, 7:30 p. m.	Bingham and Midvale, 7:30 p. m.
Denver, Chicago and east, 7:40 p. m.	Denver, Chicago and east, 7:40 p. m.
Grand Junction and lower points, 7:50 p. m.	Grand Junction and lower points, 7:50 p. m.
Ogden and San Francisco, 8:00 p. m.	Ogden and San Francisco, 8:00 p. m.
San Francisco, 8:10 p. m.	San Francisco, 8:10 p. m.
Portland, 8:20 p. m.	Portland, 8:20 p. m.
Arrive—Daily	Depart—Daily
Ogden, San Francisco and Portland, 11:30 p. m.	Ogden, San Francisco and Portland, 11:30 p. m.
Land, 11:40 p. m.	Land, 11:40 p. m.
Denver, Chicago and east, 11:50 p. m.	Denver, Chicago and east, 11:50 p. m.
Provo, Tintic and lower points, 12:00 p. m.	Provo, Tintic and lower points, 12:00 p. m.
Ogden and intermediate points, 12:10 p. m.	Ogden and intermediate points, 12:10 p. m.
Denver, Chicago and east, 12:20 p. m.	Denver, Chicago and east, 12:20 p. m.
Grand Junction and lower points, 12:30 p. m.	Grand Junction and lower points, 12:30 p. m.
Ogden and San Francisco, 12:40 p. m.	Ogden and San Francisco, 12:40 p. m.
San Francisco, 12:50 p. m.	San Francisco, 12:50 p. m.
Portland, 1:00 p. m.	Portland, 1:00 p. m.

## FORTY-YEAR-OLD RAILROAD PASSES

Interesting Collection of 1871,  
When Cassatt and Hughtitt  
Were Superintendents.

Brian S. Young has in his possession the following railroad passes, all issued in the year 1871, to his father, Joseph A. Young, at that time president and superintendent of the Utah Central Railway company. These passes all bear the initials "1871," and are all with original autograph signatures, many being famous names. They are:

Pennsylvania railroad, signed by A. J. Cassatt, general superintendent.  
Chicago, Burlington & Quincy, signed by Robert Harris, general superintendent.  
Camden & Amboy railroad, signed by William H. Gatzema, president.  
Pittsburgh, Fort Wayne & Chicago, signed by J. W. McCullough, general manager.  
Florida railroad, signed by W. N. Hood, general superintendent.  
Colorado Central railroad, signed by I. E. Shepley, superintendent.  
Rutland, Vermont Valley & Montreal & Plattsburg railroad, signed by George A. Stearns, president.  
St. Louis & North Western railroad, signed by John A. M. Smith, president.  
Omaha & Northwestern railroad, signed by J. J. Lawrence, general superintendent.  
Illinois Central railroad, signed by Marvin Hughtitt, general superintendent.  
Southwestern railroad, signed by James N. Burdick, president.  
Great Western railroad, Canada, signed by W. H. Muir, general superintendent.  
St. Louis & Omaha Packet company, signed by D. H. Seyer, president.  
New York, Providence & Boston Railroad company, signed by A. S. Mathew, superintendent.  
Chicago & Northwestern railway, signed by John C. Gault, general superintendent.  
Portland & Rock Island railway, signed by R. P. Cable, superintendent.  
Philadelphia & Baltimore Central railroad, signed by W. Wood, president and general superintendent.  
Mineral Point railroad, signed by G. N. Co. superintendent.  
St. Louis & Pacific railway, signed by W. W. Walker, superintendent.  
Kansas City & Pacific railway, signed by M. A. Sende, president.  
Kansas City Packet company's steamers, signed by E. W. Gould, president.  
Pittsburgh & Erie railway, signed by A. Anderson, general superintendent.  
Little Rock & Fort Smith railway, signed by D. C. Brown, general superintendent.  
Burlington & Missouri railroad (in Nebraska), signed by Thomas Doane, chief engineer.  
Midland Pacific railway, Nebraska, signed by J. N. Converse, general superintendent.  
Union Pacific railway, signed by T. E. Sicks, chief engineer and superintendent.  
Atlanta & West Point railroad, signed by L. P. Grant, superintendent.  
St. Louis, Belleville & Southern Illinois railroad, signed by W. G. Broughton, general superintendent.  
Brunswick & Albany Railroad company, signed by J. S. Broughton, president.  
Pittsburgh & Erie railway, signed by W. P. McKinley, superintendent.  
St. Louis & St. Louis Packet company, signed by Richard Holman, secretary.  
Omaha Southern railroad, signed by J. P. Young, assistant superintendent.  
Midland Pacific railway, signed by P. S. Danforth, superintendent.  
Shelbyville & Fond du Lac railroad, signed by C. E. Stevens, superintendent.  
Pennsylvania railway, signed by L. D. Dibble, president.  
Hastings & Dakota railway, signed by W. G. De Luc, vice president.  
St. Paul & Sioux City railroad, signed by J. C. Danforth, superintendent.  
Boston & Maine railroad, signed by W. Mende (2), superintendent.  
Burlington & Missouri railroad, signed by C. E. Stevens, superintendent.  
Lake Shore & Michigan Southern railway, signed by G. T. Devereaux, general manager.  
Toledo, Peoria & Warsaw railway, signed by W. H. Cruiger, vice president.  
Worcester & Nashua railroad, signed by C. S. Turner, superintendent.  
St. Louis & Henderson railroad, signed by Robert Colwell, manager.  
Kentucky Central railroad, signed by H. E. Randall, superintendent.  
Hartford & Providence railroad, signed by A. A. Folson, superintendent.  
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## FOREIGN TRADE CANNOT SUFFER FROM LEGISLATION

By Associated Press.  
BOSTON, Aug. 6.—A decision has been reached at the conference of attorneys for the leading railroads of the country at Hotel Wentworth, New-castle, N. H., on the new rate bill. This decision is believed by the attorneys assembled to be of the greatest importance to many of the large industries of the country. It has reference to the long and short haul section of the Har-burn interstate commerce act as amended by the recently signed Mann-Elkins bill. The fear of the railroads is that a narrow interpretation of the language of the section would place a serious handicap on the railroads for goods for export and for goods for domestic consumption.

Edgar J. Rich of Boston, general solicitor for the Boston & Maine railroad, said:

"A ruling by the courts that the railroads could not make a lower rate for export freight would mean that several industries, such as steel, cement and grain would be placed in a position where they could not meet the foreign competition. It would mean that the country would be filled with idle mills, thousands of men out of employment and stagnation and ruin to thousands."

Rich, considering the subject carefully, the conference authorized this statement:

"It is understood that the general sentiment is that such an interpretation is not justified by the spirit or even by the letter of the act and there is substantial unanimity of opinion that no misarrangement of our foreign business will result from compliance with the act."

## UNCLE SAM AND PORTUGAL REACH TARIFF AGREEMENT

By Associated Press.  
LISBON, Aug. 6.—A complete agreement in the tariff negotiations between Portugal and the United States was officially announced today. Each nation grants the other the most favored nation treatment.

Portugal is now engaged in a general revision of its tariff and purposes to double the duties on many of the goods which it has no commercial agreements, and to increase them from 10 to 20 per cent against others.

## Shop Tools for Ogden.

Special to The Tribune.  
OGDEN, Aug. 6.—By the installation of a mammoth steam hammer, a shears machine and a cold chisel, the tools of the local shops of the Southern Pacific will be greatly improved. The three powerful machines, which are being placed in position, are the largest of their kind ever installed in Ogden. The steam hammer weighs 2300 pounds, and is necessary on account of work recently being done on the shops, which renders the shears machine indispensable. The cold chisel is another powerful machine. It will be operated by a five-horse power engine. An axle on the machine may be cut in half within a few minutes by the powerful saw, while the same work would ordinarily require several hours by the old method. The shears machine will be used to cut sheet iron and steel, and does away with the hand 14-inch iron as easily as a barber clipper.

## Railroad Notes.

Welcome the circus.  
It gets in at 8 a. m.  
Jumping from Rock Springs.  
The O. S. L. yard has been cleared.  
The Piche train will run three times a week commencing Tuesday.  
The latest on the arrival of the circus brings the trains into this city between 5 and 7 a. m. This is of interest as one of the most unique features is the use of loading and crowds usually follow the yards to see the sight. The circus has a ninety cars and comes in over the Short Line. It goes to Provo over the Salt Lake route.  
Three extra cars had to be added to the Yellowstone special last night.  
The Rio Grande is discussing an additional train to and from the Tintic district.  
Salt Lake wrecking crew passed through this city a few days ago on the way to the Meadow Valley wash repair near Lake Valley. The crew was engaged in raising the engine and cars which were engulfed by the flood New Year's day. Says the Tintic Herald: "Nearly seven months in the mud hardly conducive to the welfare of the crew." The crew is expected soon to get the big machines in working order again.  
Everybody's Guide for the week contains a full page out of the new edition and a page description of the Western Pacific from this city to San Francisco. It is a valuable little telling in brief form the story of the whole route from the mountains to the sea and reflects great credit upon the editor, R. V. H. Hanson.

## GOVERNMENT'S MARYLAND LINE MAKES SHOWING

Greatest Coal Contract Ever  
Made Just Closed With  
Davis Company.

The largest single coal contract, with one exception, ever made by mine owners with a steel company, has been closed by the Bethlehem Steel company with the Davis Coal & Coke company. It is to run for twenty years, the minimum daily supply to be 2000 tons, and the maximum 6000. The steel company has the discretion of saying what its requirements are above 2000 tons a day. The coal company officials estimate an average tonnage of about 3300 a day.

Exactly what will be the value of this contract cannot be estimated in advance. The cost of the coal at the mines will probably be between \$30,000,000 and \$35,000,000 for the period covered, while the freight to Bethlehem, where it is to be laid down, will be perhaps \$25,000,000 or more. This will make the contract worth to the miners and to the railroad company between \$60,000,000 and \$70,000,000.

The Western Maryland line is to handle all the shipments, turning them to the north via the Baltimore & Potomac railway for the coal at the mines in the West Virginia fields and not at Bethlehem, in order not to conflict with the commodity clause of the Hepburn bill, which precludes the railroads from making the contract direct, with the view of getting the freight haul.

Considerable local interest will be shown in this announcement, as the Western Maryland is one of the Gould roads and has often been figured in a through connection. The Davis Coal & Coke company is controlled by the well-known Davis and Elkins families of West Virginia three of its members wedding well-known Salt Lake.

## Seeks to Condemn Land.

The Salt Lake & Ogden Railway company, to electrify its line, needs a wider right-of-way in places, and to this end is seeking to condemn a strip of ground about fifteen feet wide on either side of its tracks from Fifth North street to the north city limit. The company is in a condemnation suit brought against the Salt Lake and Jordan Mill and Elevator company in the district court Saturday.

The company wants to double-track its line between Fifth North street and the northern boundary of the city. The complaint says; also in the electrification of the road more room is needed for the poles that will carry the transmission lines. The company seeks to condemn a strip about fifteen feet wide, containing .11 acres on the east side of the present track and containing .167 acres on the west side.

Some of the poles for the transmission lines already are up on the mill and elevator company's grounds. The complaint says, but the mill and elevator concern threatens to take them down, and the railway officials upon more than one occasion, in restraining order to keep the threat from being carried out. Efforts were made, it is alleged, to purchase the ground before the poles were put up, but the mill and elevator company refused to talk business.

## Sandy Enjoying Electric.

Special to The Tribune.  
SANDY, Aug. 6.—With the coming of the electric cars, residents here and at Draper have blessed the Utah Light & Traction company's undertaking, on the occasion. It gives the people of Draper an opportunity of getting to the metropolis for a season and started for the city. It gives the people of Draper an opportunity of getting to the metropolis for a season and started for the city. It gives the people of Draper an opportunity of getting to the metropolis for a season and started for the city.

## Discovery of Leprosy.

By Associated Press.  
HONOLULU, Aug. 6.—Doctors Brinkner and Curry and M. T. Hallman of Honolulu have succeeded in isolating germs of leprosy. This means it is said, the ultimate discovery of a cure for the disease. The doctors are attempting to make germs of leprosy for settlement soon will be made.

## Brigh's Disease

Since Mrs. C. Boole was cured of this dread disease, when her doctors said nothing could be done, she would not be without this remarkable medicine in her home.

## Warner's Safe Cure

Mrs. C. Boole of W. Winnipeg, Dickens, Man., Can., writes: "I am pleased to inform you that I have been greatly benefited by the use of Warner's Safe Cure. I had been ill for some time, had been to several doctors and they all told me I had severe kidney trouble. Two doctors said it was Bright's disease and there was no cure.

## Brigh's Disease

Before taking Warner's Safe Cure I could not sleep more than one or two hours at a time, and my agony was terrible. The first two bottles gave me relief and I could sit and sleep better. About the time I had finished the sixth bottle of medicine I was able to do my household work comfortably.

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I have taken about 15 bottles of Warner's Safe Cure, and several boxes of pills. I still continue to take it at times, and the pills I keep as a household remedy.

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Warner's Safe Cure has been tested many years and has always been found to be a wonderful remedy for all forms of kidney and liver disease. It is a stimulant to digestion, and awakens the system, and the patient is able to do the best receptive state for the work of the restorer of the kidneys. Put up in 50c and \$1.00 sizes, and sold by drug stores everywhere.

## Brigh's Disease

For constipation and biliousness take Warner's Safe Pills, purely vegetable, absolutely free from injurious substances, a perfect laxative. They do not gripe or leave any bad after effects. 25 cents a box.

## Important to All Women Readers of this Paper

Thousands upon thousands of women have kidney or bladder trouble and never suspect it.

Women's complaints often prove to be nothing else but kidney trouble, or the result of kidney or bladder disease.

If the kidneys are not in a healthy condition, the entire system is affected, and the result of kidney or bladder disease.

You may suffer a great deal with pain in the back, bearing-down feelings, headache and loss of ambition.

Poor health makes you nervous, irritable and maybe despondent; it makes any one so.

But thousands of irritable, nervous, tired and broken down women have restored their health and strength by the use of Swamp-Root, the great kidney, liver and bladder remedy.

Swamp-Root brings new life and activity to the kidneys, the cause of such troubles.

Many send for a sample bottle to see what Swamp-Root, the great kidney, liver and bladder remedy, will do for them. Every reader of this paper, who has not already tried it, may address Dr. Kimball, Box 10, Binghamton, N. Y., and receive sample bottle free by mail. You can purchase the regular 50-cent and \$1 size bottles at all drug stores.

## CRIPPEN AND COMPANION WANTED ON THE STAGE

By Associated Press.  
QUEBEC, Aug. 6.—The Belle Elmore murder case reached the inevitable commercial stage today when Miss Leneve received a telegram from a Binghamton, N. Y., theatrical manager offering her \$1000 a week for an indefinite engagement in vaudeville, to begin immediately on her release from prison, in the event that she is set free.

Each received several telegrams today.

## SHAKING AMONG THE LAND BOARD

Continued from Page One.

ed and a new bond and contract substituted. In this project 43,266.74 acres are segregated. Other Carey land projects are:

Oasis Land and Irrigation company, 13,119.83 acres segregated.

E. Warren Stees, account of H. W. Sholey of Salt Lake City, 4959.15 acres segregated.

Buckhorn Irrigation company, 29,839.87 acres segregated.

## SECRETARY LYNCH BREAKS LOOSE.

That the state board of land commissioners knows that it has ignored the laws and its own rules is discerned by the interview given by Secretary William J. Lynch of the board to the Deseret News Saturday. In this interview Secretary Lynch takes issue with the action of the board in the case of the Oasis project in Millard county.

In this interview Mr. Lynch is quoted as saying:

Members of the company are now in the east, and have practically closed a deal with a company to take up underwrite a bond issue of \$125,000 to take up the floating indebtedness of the company, and the Oasis project is now in the hands of the company. The company, both of which are interested.

## WHITECAP OUTRAGE REPORTED FROM TEXAS

By Associated Press.  
EL PASO, Texas, Aug. 6.—J. F. Kennedy, a well-known local citizen, was wounded today by an explosion of petrol on the navy submarine A-1. So great was the force of the explosion that the coxswain was blown completely out of the conning tower and fell into the sea.

The A-1 seems ill fated, being the same boat which was sunk in collision off Portsmouth in 1904, early in its career, all aboard being drowned.

## DISCOVERY OF LEPROSY GERM IS ANNOUNCED

By Associated Press.  
HONOLULU, Aug. 6.—Doctors Brinkner and Curry and M. T. Hallman of Honolulu have succeeded in isolating germs of leprosy. This means it is said, the ultimate discovery of a cure for the disease. The doctors are attempting to make germs of leprosy for settlement soon will be made.

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## KUHN, LEEB & CO. SECURE ROCK ISLAND

Union Pacific Bankers Com-  
plete Great Financial Deal  
in London.

By Associated Press.  
CHICAGO, Aug. 6.—A cable dispatch to the Tribune from London says that a conference was held in London yesterday at which details in connection with the taking over by the Kuhn, Loeb & Co. syndicate of the Rock Island railroad were settled.

The meeting was attended by Sir Ernest Cassell on behalf of the syndicate and Farquhar, who will return to America today to carry out the details.

While Farquhar and Pearson will retain a small holding in Rock Island, the Rock-Island interests have lost the controlling interest in the concern, which now rests with the Kuhn, Loeb-Cassell syndicate absolutely.

The informant says one of the first things the new organization will do is to reorganize the whole system, making sweeping changes in the active management of the line and re-establishing it with the most modern methods. With Kuhn, Loeb & Co. and Sir Ernest Cassell associated.

French bankers, and it is stated that they paid \$20,000,000 for the Pearson interests.

## SHAKING AMONG THE LAND BOARD

Continued from Page One.

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## DOCTORED WITHOUT RELIEF PERUNA SAVED HER

Water Drinking Ofttimes Cause  
of Prevalent "Summer  
Complaint."

"DRINK LESS WATER—MORE  
PURE BEER"

Is Advice of Robust German  
"Braumeister," Given  
Here.

"Können sie sich vor stellen das—Was? I peg your pardon, mine friends. I will speak in English."

These words from our friend the Brew Master at the Wagoner Brewery, who was holding forth on the common complaint in this country, stomach trouble and loss of appetite, during the hot